/375 cont./

369 Diakhaté, for example).

621 Sometimes the discord between religious heads be-
[798] longing to different sects provoked the separation in fact of the two opposite camps (Keur-Mamour).

Up to here the presence of the city acted only indirectly in stimulating /376/ the swelling or the splitting up of the village and the temporary or definitive emigration of some elements. It may also have more direct effects on the agglomerations.

369 During the last three decades, through the establish-
[498] ment of the great repair workshops /ateliers de réparation/ of the Dakar-Niger, Thiès has been in the process of becoming
[712] an industrial city; in a parallel way the military bases are becoming larger at the expense of the neighboring rural territories.

369 Even before this last war, the None village of Tiali,
423 located one kilometer from the city, was the first to be de-
[712] prived of about a third of its land by the establishment of the camp of military aviation. In 1947 plans to extend this same base brought about the complete evacuation of Thiès-none which was established south of the railroad, in the vicinity of Sapko. Almost all of these fields were relinquished to the military authorities. Finally, in 1953, execution of the plan for the urbanization of the city obliged the inhabitants of Wango to rebuild their huts in the quarter of Greater Thiès. Part of these lands have been relinquished to the municipality.

369 The land shrinks, the population grows; in order to subsist, a part of the rural population is obliged to go to work in the city.

[361] But before studying this question of the changing of the rural worker into an urban worker, we shall see whether the presence of the city has an influence on the plan of the village and especially on the settlement pattern.

/384 cont./

S 563 162 166 this problem.

At Keur-Issa-Bambara, out of 37 individuals born in the Sudan, 20 are over 40 years of age. At Karamoko, 28 are natives of the Sudan, but 18 have reached 40 years of age. Out of 65 individuals of Sudanese origin, only 27 are young elements. Over half of those classed under the rubric "emigrant" were aged persons, some of whom perhaps assisted in the creation of the village in Senegal.

These few figures are an index of the mediocrity of the present immigration of the Sudanese to the region of Thiès. The unions and the displacements of families or of familial elements seem to occur now between relatively close villages.

S 162 463 369 An examination of the division of activities at Diakhaté and at Keur-Issa-Bambara will permit to some extent "gauging" their index of urbanization.

W [162] [463] [369] At Diakhaté, 20% of the economically active male population work /385/ at Thiès, 60% have remained agriculturalists, and the remainder, 20%, is composed of workers of mixed activities, half-rural, half-urban. Keur-Issa-Bambara shows only a very low percentage of workers in mixed activities: 60% are rural; more than 30% work in the city (one sees that this latter figure is slightly higher than that for the None villages, 27%).

S [498] The workshops of the Dakar-Niger employ a considerable number of permanent or temporary workers from these two villages. These two localities in fact furnish 19 permanent city workers, 15 of whom are employed on the Dakar-Niger; among the four temporary workers from Keur-Issa-Bambara, three have worked in this enterprise. In addition, Diakhaté furnishes temporarily for the city: four tailors, one mason, and one carpenter.

W [463]

S 162 [191] [871] Let us add that a minority of natives, despite the contacts that they can have with Europeans, understand our language, a little less than 5%. The number of children who go to the European school is almost null, scarcely 1%.

S 369 After this quick study of some types of villages in the vicinity

369 /385 cont./
of Thiès, it clearly appears that the characteristics of the suburbs of the African cities noticeably differ from those of the cities of the mother country. Can one use the term suburb /banlieue/ for these types of suburban villages? Sapko, Thiès-none, Tiali, and Keur-Issa-Bambara, on the one hand, can be regarded as suburb villages; in fact they possess the essential characteristics: proximity to the city, relatively high percentage of workers traveling daily to the enterprises of Thiès, a considerable number of mixed workers, sale of truck-gardening products in the city, relatively high percentage of improved dwellings...

Keur-Mamour and Karamoko already appear to be outside of the economy of the city and cannot be regarded as suburb villages. Diakhaté would be a marginal type; despite its proximity to the first urban quarters, its economy seems to be little influenced by that of the city (only a fifth of the economically active population works in the city).

On the mother-country plan, a city such as Thiès would
●[498] have an important industrial suburb. Let us not forget that the workshops of the Dakar-Niger engage nearly 2,500 native workers.

369 The agrarian economy plays an essential role in these
241 villages, but it has remained traditional. The introduction of new crops and the extension of the zones of gardening and orchards are very slight. The woman has perhaps extended by a few square meters the /386/ area of her vegetable garden for the cultivation of vegetables intended for sale at the market, but no serious systematic arrangement has been made. Traditional cultivation, with its archaic methods, prevails everywhere. If
369 the need for money stimulates the rural person to offer his services
464 in the city, he seems to choose the place of work nearest to his
166 home. Is it truly out of liking that the Wolof of Diakhaté hire themselves out to the workshops of the Dakar-Niger? Is it out of liking that the None near the mercantile quarters hire themselves out as laborers or boys? The proximity of the place of work seems to enter considerably into the choice of urban occupation.

The suburban village, as we have noted several times, has

/388/

369 433 [162] The city of Thiès, 60 kilometers east of Dakar, contains 36,000 inhabitants, according to a recent census. All of its activity seems to be centered around four principal poles: commercial, industrial, administrative, and military.

[487] Its commercial activity is due to its position at the crossroads of important paths of communication: railroad lines from Dakar to Saint-Louis, from Dakar to Bamako, and from Thiès to Kaolack, and roads from Dakar to Saint-Louis and from Dakar to Diourbel, Tambacounda, and the Sudan and Guinea.

[498] [464] It also owes the essential part of its industrial activity to this implantation at an important rail crossroads; the repair shops of the Dakar-Niger rail system, where nearly 1,000 workers of all grades are employed, have been set up there.

[497] [634] Apart from the workshops of the Dakar-Niger, it must not be forgotten that Thiès is also where the management of this system resides. And it is also the principal administrative point of a circle /cercle, an administrative district/. We will thus find, besides the workers, a rather large proportion of office employees, managers, and executives.

[712] Finally, the military function of Thiès is due to the presence of two important camps: the "DMA" (Détachement Motorisé Autonome), and an air base.

Besides these four centers of activities which give this city a modern character (economically speaking, at least), a fifth

[166] [241] one intervenes in a not inconsiderable proportion. A rather large population of cultivators, who in winter cultivate groundnuts and millet in nearby fields, has settled on the periphery of Thiès. And the city is the point to which, at the time of the groundnut trade, all of the agricultural activity of the circle comes to assert itself. Its commercial importance is thereby further increased.

162 463 /389/ Here is some numerical information concerning the occupational distribution of the population of Thiès.

Out of an economically active population of 11,040 inhabitants at the date of the census, there were counted:

7;Crowder J-5 (1955-1958) 1959
MS37 Senegal MS37

2

The Revolution

OUR bus had been travelling across monotonous scrub country for several hours. The road was excellent, but the journey uncomfortable in the heat of the afternoon sun. The goats on the roof had not stopped screaming since we left Kaolak and the hair of two Mauretanian women sitting in front of me exuded a suffocating odour of rancid butter, with which it was greased, attracting a large swarm of flies. The bus had a drowsy lethargic atmosphere in which we could neither sleep nor think.

After we had been travelling for what seemed an eternity, the skyline was broken by some small hills, covered with lemon-leafed trees. I cannot adequately describe the visual relief those hills afforded. For their significance, they might have been mountains. Towards evening we left these hills behind us and our road quite suddenly came upon the sea, which stretched out before us an undecided compromise between grey and blue. Its shore was skirted by mud huts, from which hung long fishing nets, tied to gaily painted canoes.

There was a sudden stir in the front of the bus. A voice cried: 'Dakar, ici Dakar.' I looked beyond the fretwork silhouette of the fishing village, beyond the cold grey of the sea to an incredible backdrop: a vast city of giant houses, gleaming in the late sun, rode the horizon like some fantastic flotilla of the future.

'Dakar, ici Dakar.' The voice cried once more and the excited passengers took up the refrain.

Our bus pulled up into a large lorry station, in a part of Dakar whose resemblance to the Motte-Picquet-Grenelle suburb of Paris immediately struck me, except that Africans had been substituted for Algerians. At once there was a mad scramble to get

8:Mercier E-5 (ca. 1955) 1960
MS37 Senegal MS37

467 668 among the semi-skilled workers. The situation was reversed at Thiès, but because of the large Dakar-Niger Railroad [498] shops there, this city is an exceptional case. The traits found at Dakar, by contrast, proved characteristic of unionism in French West Africa. The overall figures, obtained from official sources based on statements by unions, indicated clearly that manual occupations were the least unionized. Out of the 100,000 union members in French West Africa in [647] 1954, more than half were either government officials or government employees. The rate of unionization in the governmental sector was nearly double that in the non-governmental sector. Finally, in the two sectors together, semi-skilled workers comprised only a little more than a fourth of all union members. Furthermore, results of the studies at Dakar and Thiès suggest that union membership and level of schooling correlate rather closely; this was far from the [665] case with respect to party membership, at least at Dakar. To what degree did unionism offer educated individuals a means of expression that, in the period studied, parties did not offer them? Educated persons, especially youths, were more susceptible to extremist anti-colonial aspirations. And to what degree could union action present itself more clearly as a trial postponement for the existing order than action within the framework of parties?

The particular traits of union struggle markedly demonstrate the fundamental conflicts of the colonial situation. One cannot accurately speak of the "politization" of unions, in the sense many government officials give this term. The [665] limited activities of parties and the very conditions of unionism in a colonial situation have given unionism a marked political coloring.

(1) Interviews of militant unionists,
[P. 17A]

/74 cont./

369 3. The establishment of industries (1923-1945).

498 The event which gave a decisive impulsion to the
[175] commercial escale and which brought Thiès to the rank of a city was without question the establishment of the railroad repair shops in 1923. As early as 1907 the first work had been undertaken to connect Thiès to Bamako directly by rail; difficulties of all kinds and then the war impeded it. In 1923 only the junction of the two sections had been made at Kidira on the Falémé. There was some concern to have the repair shops of the Thiès-Niger established in the center nearest the coast. Thiès, head of the line, was chosen as
[162] the center. In a few years the city grew by 10,000 souls, going from 3,000 inhabitants in 1921 to 13,000 in 1929.

369 The opening of the railroad yards not only brought about
441 the arrival of many workers and their families, but at the same /75/ /Fig. 2 appears here/ time gave a strong impulsion to commerce. The regular injection of credits by this new industry brought about a renewal of commercial activity which showed in the expansion of the firms already established and the creation of new stores. The Africans, who up
[472] to that time worked solely for the profit of firms under
[563] European management and who had been kept out of the retail business, opened small shops for their own profit (4).

[177]

> 4. It is the military, it seems, who brought back from France this idea of establishing for themselves small grocery stores copied from those encountered in the villages of the mother country.

The latter, appealing to an essentially native clientele, multiplied as soon as the economic scope of the city increased. At the same time the number of artisans increased.

[563] After the war, the Levantines, who had been the only ones able to carry on commerce in complete tranquility for four years, set up businesses for themselves. Their experience

/76 cont./

369 441 563 443 local products (groundnuts, millet ...) are bought or bartered for.

still almost empty quarter of the residence.

369 433 458 Already the economic equilibrium of the city was no longer essentially based on the commerce of trade, subject to price fluctuations, but also on the budding industry which assured it a certain stability. It is true that the latter, barely acquired, was put to a harsh test during the world crisis from 1930 to 1934. In the course of this difficult period the price of the groundnut slumped. The old commercial firms which depended solely on the trading were no longer able to meet their payments and liquidate their stock: Société Française du Sénégal, the firms Lacombe, Latrille... The sounder establishments were themselves obliged to close their city branches temporarily, for example, Peyrissac, Maurel Frères. Nevertheless one did not see here a complete slump in commerce with spectacular failures such as occurred in Dakar, but rather commercial liquidations, sales of stocks that were repurchased by Levantines and wholesale companies.

[471] [563] The effects of the crisis, which ended in 1934, resulted in a redistribution of commercial ownership, a readaptation of commerce to the new requirements, along with the definitive establishment of the Levantines.

369 498 433 At this date the fusion of the two railroad companies, the Dakar--Saint-Louis and Thiès-Niger, stimulated an expansion of the industrial quarter by regrouping at Thiès the workshops originally installed at Dakar for the Dakar--Saint-Louis railway.

369 [162] [511] [361] On the eve of the Second World War the city reached the figure of 22,000 inhabitants, 1,200 of them Europeans. The almost complete disappearance of epidemics, the better food supply, the construction of comfortable houses (Ballabey district created as early as 1925 for the railway workers, villas for officers) permit metropolitan families to settle in a permanent fashion. In a parallel manner, the native

/76 cont./

369 361 quarters spread out toward the southwest in the vicinity of the workshops: "Derrière la voie ferrée /Behind the Railroad/" and "Bambara" developed on the outskirts of "Randoulène."

4. Thiès, industrial and strategic city (after 1945).

369 712 The Second World War temporarily slowed down the economic activity of the city. As in 1914, one saw a /77/ very earnest renewal of the military function: an autonomous motorized detachment (D. M. A.) was established in the old military camp which was considerably enlarged; an air base created a little before 1940 doubled the one of Ouakam installed at the gates of Dakar and now inadequate.

The experience of the last war had demonstrated the possible vulnerability of Dakar. Strategy demanded the formation of a strong base in the rear areas of the capital of French West Africa to support it if the need arose. The location and the proximity of Thiès met these requirements. In order to give maximum effectiveness to this enterprise, the means of communication between the two cities had to be improved, the military camps reorganized and modernized.

[491] A strong and wide road was built between these two cities. Its course was different from that of the old trail; it entered Thiès not from the west but from the south. The military camp covered several dozen hectares, the installations of the air base were improved and enlarged, and the annexes permitted the permanent establishment of officers and troops (Fig. 4).

369 361 From 1947 to 1952 intense activity prevailed in the city. The entire district, except the old escale, formed a veritable workshop where vast avenues cut across the native quarters, where plazas were created, where zones of green were distributed. In the industrial precinct of the Dakar-

● [498] Niger, new workshops intended for the repair of Diesel tractors and the construction of passenger coaches were installed. New villas along more modern lines for officials and railway workers rose almost everywhere in the city. The old escale, paralyzed within too narrow limits, was aroused

/85 cont./

443 while the housewife attends to her tasks, the oldest child makes the sale (12).

12. According to an economic investigation made by Mr. Mersadier in Thiès, the returns from these sales[1] do not exceed ten francs profit per day (Bulletin de l'I.F.A.N., July-Oct., 1955, series B, p. 411).

[434] [433]

Thus, the commerce in Thiès (and certainly in most of the cities of French West Africa) is diffused among all of the layers of the society and at the same time has adapted itself extremely well there. The branches of important commercial houses, which in the beginning were violently opposed to this diffusion not controlled directly by them, quickly understood all the benefits that they could draw from this new situation.

463 Paralleling this extension of commerce, the working class, to a more limited extent, has also taken on much greater importance. To the traditional artisans, potters, jewelers, and smiths have been added activities more modern in inspiration: photographers, clockmakers, repairers of phonographs, bicycles, or even trucks, and, in another category of enterprises, small restaurant keepers and /86/ proprietors of drink shops. Finally, the establishment of European artisans (hairdressers, pastry cooks, etc.) is a specific phenomenon of the social evolution in African cities since the last war, and Thiès is not escaping it.

[265] [275] [178]

2. Industry.

●498 The industrial activity of Thiès gravitates principally around the repair shops of the Dakar-Niger (13). The

13. The two phosphate quarries opened by the Société Péchiney some 15 kilometers from the city (Pallo and Lam-Lam)

[317] [464] [162]

1 [ie, by "doorstep" merchants - ANALYST]

/86 cont./

498 [317] [464] [162]

hardly affect its economy because of the limited number of its workers (200 to 300) and above all the distance from the urban center.

concession of the Dakar-Niger located a short distance from the city would actually form the most important industrial [162] center of French West Africa in terms of the number of its operatives (around 2,500 in 1952). It groups within its enclosure a series of the most diverse workshops: woodworking shop, sawmill, assembly shops for railroad cars, tinsmith shop, and even a foundry. Putting new Diesel tractors into service has brought about the recent creation of new shops where manifold improved machines operate. Power is taken [317] from a high tension line of 30,000 volts coming from Dakar. The enterprise annually consumes 1,700,000 kilowatt-hours, that is to say, more than the total consumption of the city itself. The much smaller consumption of coke and of fuel oil used in the furnace and cupolas of the foundries should be added here.

The workshops of the Dakar-Niger present themselves in the form of an industry with vertical integration of an incomplete type. The distance from the mother country, the expenses and above all the slowness of shipments (principally during the last World War) have brought about the installation of an industrial complex that makes it possible to satisfy the greater part of the demands of the work required for the smooth functioning of the service. All the woodworking is carried out in the sawmill-carpentry section; the cars are assembled from imported chassis, wheels, and bogies. Most of the parts of the locomotives can be smelted in Thiès, except when it is a matter of special alloys. Certain elements demanding a machine-finishing precision of 1/100 of a millimeter for Diesel tractors have already been manufactured by the enterprise. Only the parts requiring very special techniques or machines for their manufacture, or whose

S /86 cont./

S 498 manufacturing cost would be high if they were smelted in Senegal, are bought on the outside.

S 498 463 563 Originally the repair work, the machining of locomotive parts or of rolling stock, necessitated only the presence of good mechanics. But putting into service more powerful engines that no longer run on charcoal but on fuel oil requires /87/ precise inspection and minute repairs made by experienced specialists. Most of them are still Europeans, but already some Africans have the technical training required for this delicate work.

S [162] The enterprise, however, has only a small percentage of Whites: out of 2,500 railway workers there were only 140 Europeans in 1953. And most of them worked in the offices (one European to eight natives); in the workshops this proportion reached only one to 40. While most of the metropolitan specialists are taken from the staffs of the S.N.C.F., the African specialists are recruited from among the students S [874] coming from the technical schools of Terrasson-de-Fougères in Bamako or William-Ponty in Dakar and from among the former mechanics of the arsenals of the national marine. They constitute the supervisory staffs in the different shops.

The ordinary workers, founders, hammermen, carpenters . . . . have generally been trained in the very workshops of the Dakar-Niger where they work for a number of years. Finally, the non-specialized work is done by newcomers from the bush.

S 498 563 W 498 162 463 An investigation carried out in 1952 on a quarter of the total number (834) enables one to learn the ethnic composition of all the workshops. One can note a preeminence of the number of Wolof (301); the Peul and Toucouleur /Tukolor/ number 189; the Bambara come third with 115 individuals. It is necessary to add 39 Sarakolé, 40 Khassonké /Kassonke/, and 79 workers belonging to different groups. This list gives an idea of the important mingling of individuals that make up this industrial center. One observes, nevertheless, that the

/87 cont./

S 498 563 W 498 162 463

workers from the regions neighboring Thiès are not in the majority; the Wolof-Sérère group is made up of 380 units, 45% of the total. Besides, the Wolof and Sérère /Serer/ offer relatively few technicians and supervisory operatives; the Wolof make up only 7% in the supervisory category as against 24% in that of manual workers; the Sérère account for only 5% in the first category and 39% in the second. On the other hand, 17% of the Khassonké and Sarakolé belong to the supervisory staffs as against only 22% of the manual workers and employees. These figures underline the difficulty for the enterprise in recruiting specialized workers in the vicinity of Thiès. It must call upon technicians from distant territories, although a high percentage of non-specialized workers and manual laborers are recruited locally.

S 498 433

Because of the number of its total labor force, the industrial grouping of the Dakar-Niger forms one of the most active elements of the economy of the district. More than 25,000,000 francs C.F.A. are distributed monthly in the form of salaries to all of the personnel.

/88/

3. The Public sector.

S 712 433

Although the installation and extension of the two military camps have in an indirect way increased the importance of the city, it indeed seems that they have little influence on the economy of the district on account of their internal organization within a closed circuit.

S 647 464

The establishment of increasingly more numerous and substantial administrative services affects the economic life of the escale in a more tangible fashion. The administration of the circle /cercle, an administrative district/ and the services for agriculture, education, and public works employ several hundred officials, day laborers, and manual workers.

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36 towns as Boutilimit and Aleg. There is also a track that runs south-
[491] south-westwards to Yang-Yang. For half the year there is a bus
[494] service twice a week to St. Louis in one direction and to Kidira in the other. 1/1

[131] [162] TAMBACOUNDA (13° 45′; 13° 39′ W.). Altitude, 148 feet. Population, *c.* 4,000. Provincial headquarters. Medical post. Police headquarters. Landing-ground. Wireless station. Hotel. Garage.

[491] [496] [248] On a slight eminence above a marshy tributary of the Sandougou, Tambacounda is of considerable importance as a route centre. It is not only a road junction but also the most southerly point in Senegal of the Dakar–Niger railway. Near the town is a sisal plantation.

The hotel is open only from December to May.

[496] [491] By rail Tambacounda is 285 miles from Dakar, 111 miles from Kidira, and 170½ miles from Kayes. One intercolonial road runs westwards to Kaolack (188 miles), Thiès (295 miles), and Dakar (339 miles); another north-eastwards to Nayes (121 miles) and Kayes (176 miles); and a third southwards to Diabougou (25 miles) and ultimately to Labé (288 miles). Before the war Tambacounda was
[509] connected to Dakar and Bamako by a weekly air service operated by Air France.

[131] [162] [797] THIÈS (14° 49′; 16° 52′ W.). Altitude, 207 feet. Population, 15,451. Mixed Commune. Provincial headquarters. Medical post. Barracks. Police headquarters. Landing-ground. Regional School. Roman Catholic mission. Power station. Hotels. Garages. Railway workshops. Cinemas. Daily market.

[498] [438] Since the opening of the railway in 1885 Thiès has grown from a collection of native huts to a large town. The railway workshops employ many hundreds of men, and the market handles considerable quantities of ground-nuts. The town has been built on a slope that declines gently east and north-east to a small stream. The old Fort Faidherbe is still standing, and there is a big Roman Catholic church.

Communications. Thiès is a railway junction, being 43½ miles
[496] from Dakar, 119½ miles from St. Louis, and 352½ miles from Kidira.
[491] It is also a meeting-place of intercolonial roads. One of these comes from Dakar (44 miles) and goes on to St. Louis (124 miles), while the other branches east to Kaolack (107 miles), Nayes (416 miles), and Kayes (471 miles). There are several minor roads, notably one going
[494] south to M'Bour. Along this road there is a regular bus service, with two buses each weekday in either direction.

1/1 [From the town of Podor--Analyst]

22:Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS 37
ST. LOUIS

30 yards. Immediately east of it is the Place St. Germain, on the south-west side of which stands the main railway station. 361

The western side of the Langue de Barbarie has been reinforced by groynes and a sea-wall.

The town as a whole is well planned, and it has many shops and offices.

Trade

The chief exports are oil-seeds and skins. Imports are mainly manufactured goods. In 1937 the former weighed 30,400 tons and were valued at 31,600,000 francs (£253,990), and the latter weighed 8,300 tons and were valued at 11,900,000 francs (£95,640). 439

Description of Port

Anchorages. Outside the bar at the river mouth there is anchorage in 9–11 fathoms. Inside it there is again a depth of 11 fathoms, which gradually decreases until it is 5 fathoms just below Faidherbe Bridge. 504 [133]

Quays. The principal quays are on the east side of the island. North Quay (Plate 115), above Faidherbe Bridge, is 1,050 feet long, and South Quay, below it, is 1,770 feet long with an alongside depth of 12 fathoms. At the harbour station in Sor there is a jetty 600 feet long with a wharf at its head. There are four small piers on the island, whose positions are shown in Fig. 53.

Equipment. There is a steam crane some 600 yards above the North Quay and a slipway a little higher still. Minor repairs can be effected, but facilities are generally poor.

Fuel. A small stock of coal is kept, but no oil.

Communications

Rail. There are three railway stations (p. 467) in Sor, and the main station is the terminus of the line to Dakar (Route 1). 498

Road. The intercolonial road to Thiès (124 miles) and Dakar (168 miles) starts from the Place St. Germain and then turns south when clear of the goods station. At this point the Imperial road branches off north-east to Rosso (66 miles) and ultimately to Tindouf (1,315 miles). There is a bus service twice a week to and from Matam and Nayes. 491 494

Air. The airfield is 3½ miles north-east of Place St. Germain. Its surface is hard clay and it has one hangar. In normal times there is a weekly Air France service to Dakar. 508 509

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[ST. LOUIS]

206 *Wireless.* The wireless station is to the south of Guet N'Dar.

505 [648] *River.* Above Faidherbe Bridge the river is closed to all vessels not flying the French flag. Boats drawing 10 feet can ascend to Podor all the year round, and in the rainy season they can reach Kayes (Vol. I, p. 367). Table V shows how greatly river traffic on the Senegal has declined in recent years.

TABLE V. *Tonnage of Goods from Kayes*

[497] [494]

	1928	1929	1930	1934	1935
Sent by rail or road	9,545	9,555	11,456	5,269	6,224
Sent by river	2,520	5,815	3,425	313	260

Shipping. There are no sea-going ships calling regularly, but the Messageries Africaines and the Messageries du Sénégal run services up-river.

36 [31] [62] [489] [712] [648] [654] [508] [697] [498] [654] DAKAR (14° 39′; 17° 25′ W.). Population, 80,052, including *c.* 6,000 Europeans. Capital of the Federation and Headquarters of the District of Dakar. Full Commune. Custom-house. Law courts. Chamber of Commerce. Pasteur Institute. Hospitals. Naval base and dockyard. General Headquarters of the army in French West Africa. Police headquarters. British Consulate-General. Belgian, Brazilian, Czechoslovakian, Danish, Eireann, Greek, Italian, Netherlands, Norwegian, Swedish, and Swiss Consulates. Argentine, Finnish, Spanish, and Uruguayan Vice-Consulates. Meteorological station. Airport and seaplane base. Wireless stations. Colleges and schools. Protestant churches. Roman Catholic Vicariate Apostolic of Guinea and Vicariate General. Bank of West Africa. Banque Commerciale Africaine. Crédit Foncier de l'Ouest Africain. Banque Belge de l'Afrique. Power station. Prison. Public library. Hotels. Garages. Railway workshops. Cinemas. Race-course. Sports stadium. Botanical gardens. Agricultural experimental station. Daily market.

361 [433] Dakar (Fig. 54) is approximately 2,600 miles distant from Southampton, from Cape Town, and from Rio de Janeiro. It is, therefore, well placed for taking a share in the trade of the South Atlantic, and it is small wonder that it has become the third port in the French Empire, being surpassed only by Marseilles and Le Havre. It is, moreover, of the first importance strategically.

22: Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS 37

[p 145]

36
504
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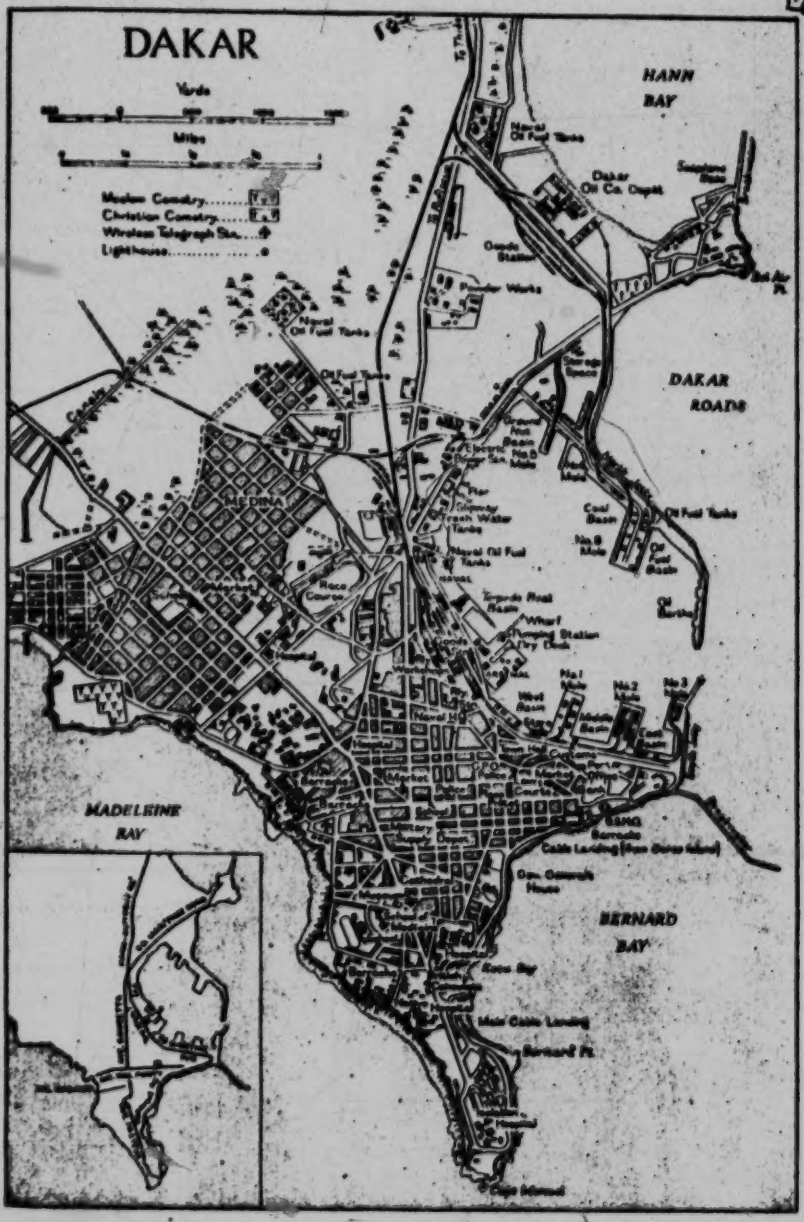

FIG. 54. *Dakar*

22:Winterbotham et al. · K-4 (no date) 1944 MS37 Senegal MS 37 Dakar

504 small piers and a slipway. A quarter of a mile south of the slipway are the naval oil-fuel tanks, which are at the northern end of the dockyard. This has, among other works, a large basin and a dry [498] dock, and behind it are the railway goods station and workshops. Just beyond its southern corner is the main station, but extensions of the line run on to the wharfs. On the south side of the harbour are the three principal commercial basins, separated from each other by moles. The easternmost of these is the South Jetty, at the northern [502] end of which is another light, only 275 yards from the end of North Jetty.

From Dakar point a breakwater runs for 1,000 yards south-east and east.

Alongside depths vary from 21 feet at No. 1 Mole to 34 feet at No. 8 Mole, and the total length of quays and oiling berths, apart from those in the dockyard, is 13,861 feet.

Warehouses. There are warehouses on No. 1 Mole, No. 2 Mole, and No. 3 Mole, and all along the south side of the harbour.

Equipment. The dry dock is 656 feet long and 93 feet wide and can be divided into two parts. There are numerous cranes of all types, including floating cranes. The two largest of these are each of 125 tons. Repair facilities are good, and the port is well supplied with tugs, launches, and lighters.

Fuel. The commercial oil-fuel tanks are on the south shore of Hann bay. Behind them is a goods station. Additional naval oil tanks are farther north-west. A pipe-line connects the commercial tanks to the oil berths at the end of North Jetty. Coal is stored on [439] No. 8 Mole. It is very largely imported from South Wales. Good stocks of both fuels are normally held.

Communications

498 *Rail.* Dakar is the terminus of the railway from Thiès and St. Louis (Route 1). From Thiès Route 2 runs to Kidira (396 miles) and ultimately to Koulikoro (801 miles). The main station is at the south-east corner of the harbour, close to the dockyard.

491 *Road.* It has already been stated that the intercolonial road runs north from the end of Avenue Gambetta. It follows the curve of Hann bay to Rufisque (15 miles) before going to Thiès (44 miles). A minor road leads north-westwards to Ouakam (5 miles) and Yof (8 miles). There are also other minor roads.

508 *Air.* The airport lies nearly 5 miles north-west of the main town, 509 and has hangars and workshops. In 1939 Dakar was on the Air France

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36 [13] [162] KAOLACK (14° 07′; 16° 07′ W.). Population, 21,973. Mixed Commune. Headquarters of the province of Sine-Saloum. Custom-house. Chamber of Commerce. Medical post. Police headquarters. Meteorological station. Landing-ground. Wireless station. Regional School. Roman Catholic mission. Bank of West Africa. Banque Commerciale Africaine. Hotels. Garages. Race-course.

[439] Kaolack exports more ground-nuts than any other port in the Federation. It is a well-planned town with squares and trees, and it is on the right bank of the Saloum, 71 miles above its mouth, where [487] [505] the river is 100 yards wide. It is the limit of navigation for sea-going ships.

[162] In 1904 Kaolack had only 300 inhabitants, but the development of communications in the neighbourhood has caused it to grow to its present size. The figure given above is for the permanent population only. [166] At the height of the ground-nut season there are an additional 20,000 temporary inhabitants.

Trade

[439] During the first quarter of 1939 Kaolack exported 32,259 tons of ground-nuts (Plate 122), as against 26,832 tons from Dakar. Owing to the bar across the Saloum, however, many ships do not load to their maximum capacity but go on to Dakar to complete their lading.

[258] Across the river from the town is a large salt-works.

The Port

[504] On the north bank there are concrete quays with a total length of over 2,000 feet and on the south bank there is a small wharf. At Lyndiane, 9 miles downstream, is a wharf belonging to the firm of Peyrissac et Cie.

Communications

[498] *Rail.* Kaolack is the terminus of Route 5 to Guinguiné (14 miles), and is therefore 142 miles from Dakar. It is also the terminus of Route 6 to Lyndiane (6¼ miles). Both stations are close to the river, and there is a line directly on to the quays.

[491] *Road.* Intercolonial roads lead northward to Gossas (25 miles), Thiès (82 miles), and Dakar (126 miles), eastward to Kaffrine (37 miles) and Tambacounda (188 miles), and south-south-westward to Messira (49 miles) and the frontier of the Gambia (57 miles). The last-named road crosses the Saloum by a bridge. A colonial road goes north-west to Fatik (28 miles), another south-east to Nioro

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123. *Railway bridge across the Falémé at Kidira*

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124. *Diourbel: the railway station*

[facing p 161]

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Locomotives. In 1939 the following locomotives were in service: 493

Makers and type	*Adhesive weight in tons*	*Number*
Mallet articulated	43–50	10
Mikado 2–8–0	30–40	42
Pignet	29	34
Cail	27	24
Cail, Corpet, Weidknecht, Decauville	13–27	75
	Total	185

Since that date 2 Micheline railcars, 3 Als-Thorn diesel electric locomotives, and 2 Beyer-Garratts have been brought into use. The Beyer-Garratts are 4–4–2+2–4–4 articulated with an adhesive weight of 91 tons.

Fuel. Neither coal nor wood is found locally. Before 1940 some 60,000 tons of briquettes were annually imported. At the present time these are hard to obtain, and they are supplemented by whatever wood is available and by briquetted ground-nut shells. 372 493

Carriages and Wagons. In 1939 there were 254 passenger coaches and 2,105 goods wagons in service. The passenger coaches included restaurant cars and sleeping cars. At the end of 1939, 177 covered goods wagons were delivered from France.

State of Repair. There are excellent workshops at Thiès; but the general standard of upkeep, never very high, has greatly deteriorated as a result of stocks of material becoming almost exhausted. 497 498

Traffic

The following table gives figures for 1937 and 1938: 497

	1937	*1938*
Passengers	2,603,341	2,660,497
Passenger miles	118,433,207	120,620,300
Freight in tons	615,043	501,593
Ton miles	120,570,598	107,970,715
Revenue	£876,411	£684,788

The principal items of freight handled were ground-nuts, shea butter, gum arabic, sisal, and fuel. [438]

22: Winterbotham et al. K-4 (no date) 1944 MS37 Senegal MS 37

Itineraries

Route 1

DAKAR–ST. LOUIS

Distance from Dakar Km.	*Distance from Dakar* Miles	*Elevation in feet*	*Stations*	*Itinerary*
0	0	..	DAKAR	The main passenger station is by the Bassin Ouest. Immediately north-west are workshops and a goods station. Numerous tracks run along the sides of the basins, and, ¼ mile from the station, there is a branch that connects to the quarries, 3 miles to the west.
4	2½	..	..	At 2½ miles a track turns south-east to the goods station by the oil-fuel depot. At first the main line runs north, but it gradually bends east in conformity with the shape of Hann bay. It is close to the sea across the marigot of Hann, but turns a little inland to reach Tiaroye station. This is 1½ miles from its village. The line continues inland, avoiding plantations of palm trees, and follows a somewhat winding course to Rufisque. The station is on the north side of the town, about ½ mile from the sea. The line keeps parallel to the shore as far as the village of Bargny-Gouddou. Here it swings north-east through wooded undulating country to the brushwood Forest of Thiès. This is on the top and face of a scarp, and the railway makes use of a narrow valley to reach
13	8	33	TIAROYE	
20	12½	..	M'BAO (halt)	
27	17	33	RUFISQUE	
32	20	..	..	
46	28½	82	SEBIKOTANE	
55	34	66	POUT	

22:Winterbotham et al. K-4 (no date) 1944 M537 Senegal MS 317

Distance from Dakar Km.	Distance from Dakar Miles	Elevation in feet	Stations	Itinerary
70	43½	207	THIÈS	the important junction of Thiès, the highest station of this part of the railway. There are sidings and workshops. The line to Koulikoro continues to the east, but that to St. Louis turns north-east, running parallel with and about 20 miles from the coast. It traverses a sandy and inhospitable region, which is, nevertheless, important for ground-nuts. The line runs in long straight stretches and is never far from the road.
92	57	164	TIVAOUANE	
104	64½	131	PIRÉ-GOUREYE	
120	74½	132	MEKHÉ	
130	81	125	KELLÉ	
142	88	130	N'DANDE	
155	96	133	KÉDOUGOU	
171	106	131	GOUMBO GUEOUL	
192	119	128	LOUGA	At Louga there is a junction with the branch that goes south-east to Linguéré. The main line adopts a more winding course across a thinly vegetated area, descending gently. At M'Pal it turns west over sandy country to reach the coastal marshlands at Leybar. The Leybar marsh itself is crossed by a bridge of 4 spans, respectively of 89 feet, 108 feet, 89 feet, and 108 feet. The line terminates at Sor (Fig. 53), where there are three stations: goods, main, and harbour. The last named is on a branch track, which runs on to the principal jetty. There is no railway bridge across the Senegal.
217	135	66	SAKAL	
230	143	33	M'PAL	
244	151½	16	RAO	
257	159½	..	LEYBAR (halt)	
258	160	..	..	
262	163	7	ST. LOUIS	